



N9014V

A Pilot's Safety Factor GOES UP



NEW ATC-710

PROFESSIONAL FLIGHT SIMULATOR WITH FULL IFR CAPABILITY

- Enclosure and Plotter Meet FAA Requirements
- Economical for Group or Individual Instruction
- Low-Cost Single or Multi-Unit Systems for Flight Schools, Airlines, Corporate and Air Taxi/Charter Flight Departments

COST EFFECTIVE!

The ATC-710 Flight Training System is the Most Efficient, Most Economical Way to Achieve and Maintain Pilot IFR Skills

PROFICIENCY

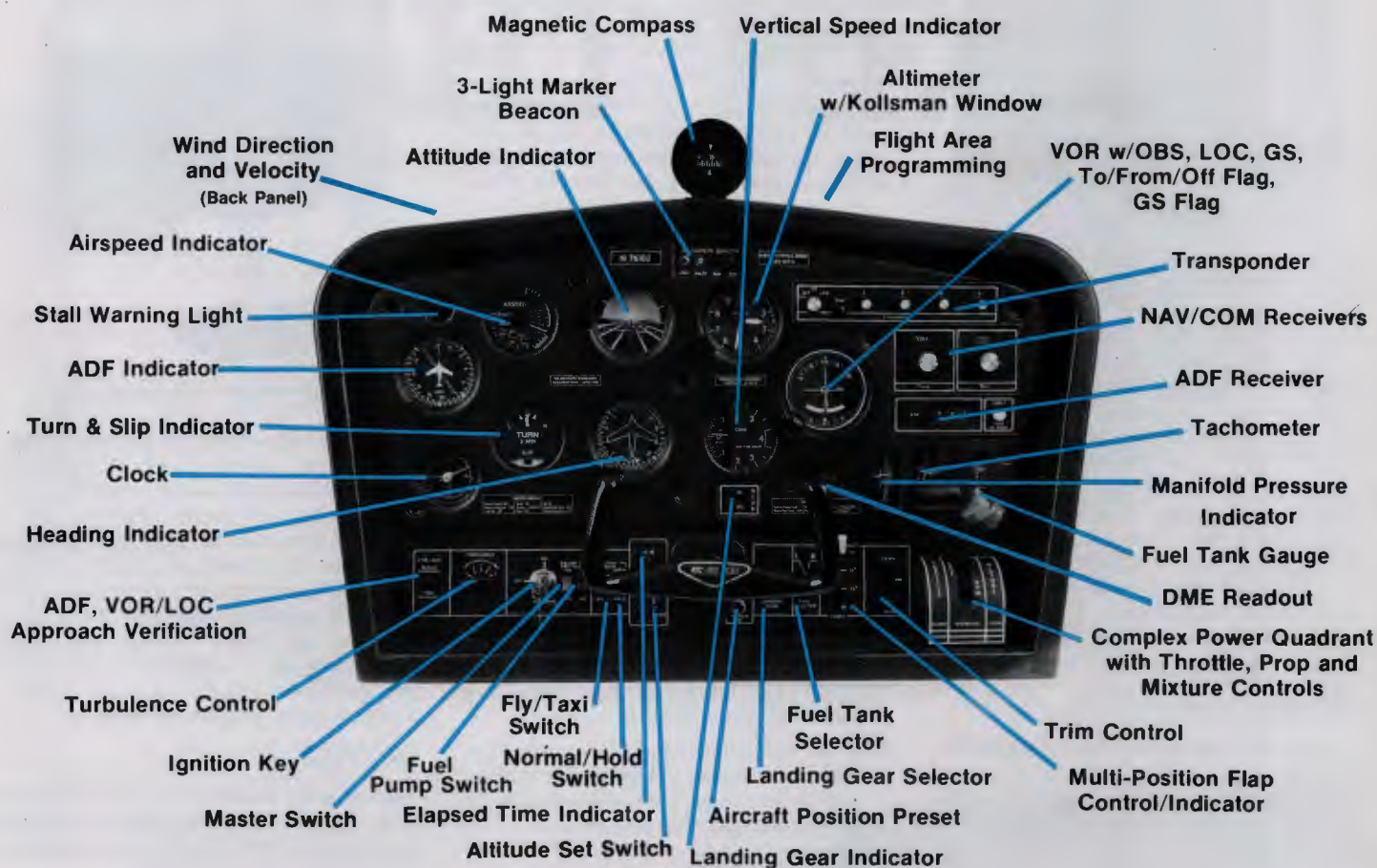
The 710 gives you full VOR/DME/ADF/ILS simulator capabilities and Monitor I communications module. It also offers RMI, Marker Audio, ILS/DME, Digital DME, Flight Plotter, Moving Visual Reference Model and an instructor's console. They all add up to a complete flight training center for use by flight schools, FBO's, commuter and cargo airlines, corporate, air taxi and charter operations. With the 710, pilots—

- Fly true-to-life VOR with six stations to work from
- Practice DME arcs and step-down fixes
- Fly any front or back localizer course
- Navigate by any of 225 ADF stations
- Make full ILS approaches with marker beacon and compass locators
- Solve realistic VOR orientation problems
- Practice VOR procedure turns, intersection holds
- Simulator always knows where it is in relation to the selected nav aids. No resets necessary
- Verify positions by cross-checking VORs, ADF bearings
- Choose to use only one transponder code for an entire flight
- Verify remote ADF, VOR and LOC approaches
- Introduce winds of 0 to 50 knots from one of 12 directions. Practice bracketing and true ground speed computations



- Use the realistic Flight Assignments provided or practice flying routes frequently used in the area
- Experience the same control and instrument responses—including nominal gyro precession—as in the cockpit
- Compensate with rudder for the normal torque effect of P factor
- Elect to cope with any degree of turbulence from none to extreme
- Practice realistic fuel management procedures
- Freeze the geographic position of the simulator in flight. Review errors or preview the procedure that's about to occur, correct heading, altitude or course deviations without beginning over again
- Employ Position Set Control feature to immediately place simulator at a geographic position. Allows for repetitive IFR procedures to be accomplished without flying to a starting point. Allows pilot to shoot up to 15 approaches per hour
- Employ altitude set control to instantly obtain desired field elevation or correct altitude deviations
- Use taxi mode to get into position and hold
- Meet FAA Part 141 approval for Private, Commercial and Instrument ratings with cockpit enclosure
- Record responses to flight assignment instructions and Instructor/Student Communications via Monitor I for later review

HEART OF THE ATC-710 SYSTEM



COCKPIT ENCLOSURE

FAA Part 141 approved enclosure specifically designed for convenient access, comfort and professional instructor/student environment. Contains lighting and external wind controls.



RUDDER PEDAL ASSEMBLY

Permits coordination of flight maneuvers, compensation for P factor.



FLITEWARE

FliteWare with each 710 includes six flight assignment tapes, en route charts, approach plates, programming and owner's manual. Flight assignment libraries can be readily expanded as needs and pilot proficiency grow.

MONITOR I COMM MODULE

Standard with each ATC-710. For individual use, one tape deck plays a Flight Assignment. Activating the push-to-talk button records pilot responses and instructor/student communications for post-flight review. For group instruction, assignments played from instructor's console, and pilot responses recorded on Monitor I.

ATC-710: HIGHLY EFFECTIVE FOR GROUP OR INDIVIDUAL TRAINING



MOST ADVANCED AND SOPHISTICATED OF ALL LOW-COST PROFESSIONAL SIMULATORS

The ATC-710 is the safest, most realistic and most economical alternative to using actual aircraft for flight instruction.

At a time when public confidence in the industry is crucial, building sound pilot performance is of the utmost importance. The 710 offers training in normal as well as high-risk emergency procedures under controlled conditions.

In addition to considering **fuel costs**, you must also think about **fuel availability** for training. Operators will be able to manage only a minimum amount of flight training in an aircraft. The 710 will show significant savings in operation, maintenance and fuel costs. (Remember, for every hour an aircraft is used for training, your profits and return on investment decrease proportionately.)

FOR PILOTS, FOR STUDENTS, FOR THE RATINGS THEY WANT AND NEED

Professional pilots can never afford to stop learning and they use the 710 to advantage—to gain and maintain that sharp edge of proficiency so necessary to flying IFR safely and confidently.

True-to-life instrumentation speeds student understanding of the elements of high performance single engine operation. The ATC-710 is used in obtaining private, commercial and instrument ratings. Because the 710 complies with FAA requirements, two out of three approaches necessary for the instrument rating test and 50% of the training hours necessary for the instrument rating can be done on the 710. All six approaches and three of the six hours required to maintain instrument currency can be logged on the 710. Competency checks can be done entirely on the 710. An applicant for a commercial pilot certificate may log 50 of his required 250 hours on the 710. And 135 operators, please note: the ATC-710 qualifies as a "training device" under FAR Part 135.

THE 710 FLIES LIKE AN ACTUAL AIRCRAFT

Users gain a highly realistic experience in full IFR en route and approach navigation. Along with VOR, the 710 has the same DME, ADF and ILS capabilities as any well-equipped aircraft. Experienced pilots feel at home with throttle, prop and mixture controls of the complex power quadrant; retractable gear control and indicator lights; multi-position flap control; pitch trim control; control wheel and rudder pedals. Fuel gauges, tank selector, manifold pressure and RPM indicators respond as in an actual aircraft. The basic T' layout of instruments includes altimeter with Kollsman window, an hour meter and ignition key. Selectors provide inputs for turbulence, wind direction and velocity.

ATC-710 FLIGHT TRAINING CENTERS

ATC-710 multi-unit versions, which include the instructor's console, are off-the-shelf in three, six and ten-unit systems. An instructor's manual which outlines a completely coordinated flight and ground training program is provided with each multi-unit system. A single instructor can handle as many as 10 to 20 students. Experienced instructors rate the ATC-710 up to 10 times as productive as dual instruction in an airplane!

Our ATC specialists are available to discuss all aspects of multi-unit training centers with qualified operators or institutions, including: • Applicability to FAA license requirements • Operating costs • Profit potential for profit-oriented operators • Size of the training system required ...and much more.

TRY BEFORE YOU BUY!

We'd like you to fly the 710 first. Your ATC dealer will be happy to arrange a demonstration for you. Or see it in action at a flight school near you.

LIMITED WARRANTY

ATC-710 units are warranted to be free of defects in material and workmanship for a period of 90 days from date of purchase. During that period, ATC will repair any product which, in the judgment of ATC, has proven to be defective in material or workmanship within the warranty period.

RIGHT HERE



MAXIMIZE USE OF YOUR ATC-710 WITH ADVANCED AVAILABLE FEATURES



FLIGHT PLOTTER

Under FAR Part 141, use of the flight plotter qualifies the 710 for 100% of allowable simulator training time. Provides visible results of flying a flight plan, including en route and approach segments. Difficulties are spotted and tangible evidence of improvement is seen from flight to flight. Instructors see the actual flight path of students and can act as controller to radar vector pilots back on course or to alternate destinations. Tracks the pilot's degree of competency in executing any IFR procedure. Two different measuring plotters allow navigational errors as small as 1° to be readily seen. Charts can be submitted to the FAA as verification of flight time.

ILS/DME SELECTOR

Enables the DME to read distances from ILS stations. Trains today's pilot to interpret ILS/DME readouts that are normally available only at major metropolitan airports.

DIAL APPROACH

A handy, pocket-size device permits instant programming of 710 simulators for IFR flights from, and approaches to, any ILS, ADF or LOC BC airport. Allows operator to program his own approaches before flying to an unfamiliar airport, and fly the approach on the 710.

MOVING VISUAL REFERENCE MODEL

A model airplane linked to the simulator moves against a land/sky background to provide realistic indications of an aircraft's attitudes and responses to pilot inputs under flight conditions. This optional plug-in unit is designed for those who require an FAA-approved moving visual reference model. But it is also ideal for transitioning situations involving students who find it difficult to deal with instruments-only flight. Authorization can be obtained through your local GADO for up to 5 hours of authorized time towards the private pilot ticket.

OM/MM AUDIO

Activated by turning on the Marker Beacon Receiver. Reinforces the Marker Beacon lights. Provides the instructor and student with the realism and authenticity of entering the final approach segment of flight. Morse code dashes sound when passing over the outer and middle markers.

RADIO MAGNETIC INDICATOR (RMI)

With the flip of a switch, RMI provides the operator with either VOR or ADF capability, matching the sophistication of today's advanced navigational systems.

DIGITAL DME

This up-to-date instrument allows you to "go digital" and reap the benefits. Provides bright LED readout of DME mileage in place of needle presentation. DME information is relayed to the pilot immediately; it's easier to read, highly accurate and has increased range over needle presentation.



INSTRUCTOR'S CONSOLE

This is the nerve center of the Flight Training Centers, standard with all multi-unit systems. Master key switch controls power and lighting for student stations. Select two-way communication with any single station or all stations, plus public address system. Includes master tape player; intercom, PA speakers, tape and PA volume controls, instructor's headset and boom mike, jacks for headset and boom mike, and desk with lockable drawers. Accommodates up to 10 student stations.

SERVICE POLICY

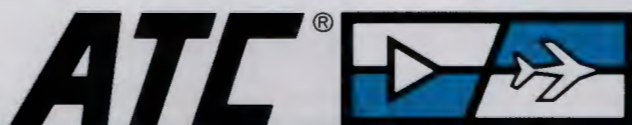
Protect your investment year after year with our low-cost service policy, available for a nominal fee before the expiration of the 90-day warranty period.

The service policy is valid for an additional one-year period after the 90-day warranty period concludes and is renewable on a yearly basis thereafter. It covers parts, labor and return shipment to the customer. A service manual is available for those who may wish to perform maintenance. Service advisors are available by phone to provide customer service in the event of a procedure or maintenance problem.

ATC SERVICE CENTERS

In the event of a difficulty with your 710, we advise you to contact ATC where our customer service representatives are available for discussion or to provide the name and address of the closest service center.

DIMENSIONS	Width	Height	Depth	Weight
ATC-710 Module	41 in. 104.1 cm	60 in. 165.1 cm	66 in. 167.6 cm	490 lb 222.3 kg
Instructor's Console	24 in. 61.0 cm	36 in. 91.4 cm	40 in. 101.6 cm	190 lb 86.2 kg
Flight Plotter Option	19 in. 48.3 cm	6 in. 15.2 cm	14 in. 35.6 cm	20 lb 8.5 kg
Simulator Power	115 V, 60 Hz standard. 230 V, 50 Hz available.			
SHIPPING INFORMATION	Weight	Volume		
ATC-710	550 lb (249.5 kg)	66 cu ft (1.87 m ³)		
Instructor's Console	225 lbs (102.1 kg)	42 cu ft (1.19 m ³)		
Flight Plotter	40 lb (18.2 kg)	5 cu ft (0.14 m ³)		



FLIGHT SIMULATOR CO.

1650 19th Street

Santa Monica, California 90404

(213) 453-3557 • Telex 284687 ATC